

THURSDAY, MARCH 25, 1886.

A DOG IN THE MANGER POLICY.

The efforts of the good people of Winnipeg to "free" out the budding desire of all other towns to the west, to enter the lists as competitors for the legitimate trade of their vicinities is truly ludicrous, when viewed from any rational stand point. They know, as well as they possibly can know, that in enforcing the freight rates the C. P. R. is enforcing, through and local, it is only observing the usage of all other well regulated lines; but this is not satisfactory. The city is located altogether to one side of the country—at a place where nothing but illegitimate railway manipulation can return for the city the trade it enjoys—and hence the anxiety of the residents. The Board of Trade of the place, its press, its council and its business men appear to be all tarred with the same stick—a desire to break through Government contracts and established principles of right and justice, if only the baseness of the place can be bolstered up by their *hoxyness*. A few days ago the Manitoban advocated the further extension of the railway westward from Theberne "to draw to Winnipeg the trade legitimately due". Now, we are distinctly in favor of seeing railways so multiplying this country that no farmer will be more than twenty miles distant from a road, and the true principle upon which they should be built, should be general and not special utility. We have frequently advanced the necessities of the people of Plum Creek and those westward, and of Souris City and Milford and those easterly from those places, for railway facilities, but to serve those communities as they ought to be served the roads ought to lead directly to Brandon instead of Winnipeg. If it is found that for the convenience of the farming community the Threherne road should be extended westerly, also, it should be extended, but that extension cannot be as the Manitoban argues, to secure to Winnipeg its "legitimate" trade".

We think the people of this country have not with the experience that has overtaken the people of the other provinces, and that is that railway depots do not necessarily make large cities and towns. Railway stations can open grain markets at convenient distances, and the formation of small villages to suit the convenience of the immediate valuations, the growth of cities and towns result from other circumstances. The natural advantages of the place, the extent of its timbered land, the enterprise of the young people in developing industries not possessed by other localities.

What is the experience of the other provinces most to the expense of this, as history invariably repeats itself, one good town is worth a dozen small ones, to the farming community. The successful farmer is the man who raises other kinds of grain as well as wheat, and all kinds of root, vegetable and dairy products as well as grain, and to make the raising of these remunerative, the farmer must have a large satisfactory market convenient. We then ask the Manitoban and all farmers, that are in quest of "legitimate business" for Winnipeg, if it is "legitimate" to ask the farmer in the south of Brandon to send those of his products we have named one hundred and thirty miles to Winnipeg for a market that would be reached in a fifteen-mile drive from his own door, if Brandon only got justice in the matter of *that* way? Now this is an honest question and ought to receive an honest reply. The town that has to be held up with police power manufactured at the expense of the rest of the country can have "another nature, greater and 'legitimate business'" in its favor. The experience of Ontario is that nothing is so satisfactory to the farmer to ride by rail or drive fifteen or twenty miles to a large centre, sell his products that cannot be profitably grown when subjected to long shipments, buy his necessities, and return the same evening, and that is the state of things that will obtain in Brandon, if its "legitimate business" is not deserved from it by illegitimate brute force.

But the position of the Winnipeg partisans is ludicrous for other reasons. They said that already Postage in Prairie, Brandon and other points west, far more particularly Brandon, have commenced to do a considerable jobbing business with the country stores around, and they have decided to put their cloven hoof down on this, and stamp it out of existence. They are now petitioning the Dominion Government to purchase the monopoly right from the C. P. R. so that they may build a competing railway connection to the hub, that is they want the one monopoly broken up, that they may establish another, and continue by animal strength the entire wholesale business of the country to Winnipeg. This is surely a nice little bit of inconsistency. Give Winnipeg the advantages of a competing road, to that point, and it could then snap its fingers at the jobbing competition of the west. It may not be amiss, however, to give these gentlemen a few ideas that may be of service to them. The debt of the Dominion is now about \$28,000,000 and the one-fifth of this has been incurred by the construction of the C. P. R. for the benefit mainly of 200,000 people in Manitoba, British Columbia and the Northwest. That is one-fifth of the debt has been incurred for the one-twenty-fifth of the people of Canada, and still Winnipeg wants more. The monopoly right of the C. P. R. cannot be purchased for nothing.

to relinquish it, the C. P. R. would want the Dominion to sink itself in a further debt, and are residents of the other provinces likely to consent to this and also that the trade of the country designed for Canadian handling should be diverted to foreign roads? We think not, and the people of Winnipeg, ambitious though they be, must be taught to bear with the sensible and the inevitable.

JACOB FAITHFUL.

The Free Press never tires of manufacturing sprats to catch whales. In its issue of Friday, Jacob Faithful, the manager, has donned another suit in his usual proselyting tour. All along the eliot of Jacob was to convince the public that Mr. Norquay was a Tory, and the slave of his Tory masters at Ottawa, but now that he and his confidants have found, from their late perambulations through the country, that Manitoba is Conservative to the core, notwithstanding all the Grit reports of defections from the Conservative ranks, that there is no hope for the Grit party even after the changes of names from Grits to Liberals, from Liberals to Provincial Righters, from the latter to Manitoba Liberals, and from the latter again to Manitoba Alliances, the last result is to swallow itself and declare Mr. Norquay is not a Conservative. Here are some of the utterances of Jacob:

"When did Mr. Norquay and his supporters become Conservatives that they should call on Conservatives for assistance in their hour of trouble when they have brought on themselves in the heyday of their prosperity that denied Conservatism. It was only when, through their own baseness and corruption, they had got into deep water that they began to proclaim their conservatism and call upon Conservatives for help. Will such a manifestly selfish cry be listened to?"

"Mr. Norquay never even professed to be a Conservative until he saw that only the strength of that party could drag him through. Then he raised the Conservative howl which his origin is now so diligently keeping up. We should be greatly surprised if he succeeds in eliciting aught, but the contempt which he deserves. Conservatives are by no means fools.

"Mr. Norquay is doomed. Conservatism in Manitoba need not tell him unless it elects to do so by giving him the support for which he has but for he is clamoring."

"All Conservatives who respect either themselves or their party, or who regard the interests of this province, are now called upon to cut themselves off from the Norquay hounds of corruption and plunder. In Federal politics they are still at liberty to hold their own opinions. In local matters there can be no two opinions. Mr. Norquay is known what he has done is known; whoever votes for him votes against the rights and interests of Manitoba.

"We do not ask Conservatives to desert their party. We know that such an appeal to them would be in vain. But we do entreat them to remember that Mr. Norquay is not now, and never has been a Conservative leader, and that he has at all times been a reckless self-seeker. In voting against a Conservative we will be doing Sir John Macdonald a good rather than harm. The Dominion leader, whatever his political faults may have been, and they have been many and great, has never descended to personal dishonesty, as Mr. Norquay has done."

These expressions very nearly coincide with the opinions uniformly expressed in these columns, but they are on the less explicit the biography of the Grit party, from which they are, and the truth is, forced to acknowledge when driven into a corner. All along the point has been quoted Norquay against Norquay, and now it opens the opportunity for quoting Jacob Faithful against himself. The past two years it has done little else than show the mismanagement of Mr. Norquay was simply the result of his being a Conservative, and now it plainly acknowledges his corruption, mismanagement, and failures are owing to the fact that he is not a Conservative but, interestingly because he is a Grit, with which we heartily agree. It will be well, too, for our readers to bear in mind the declaration of the press concerning Sir John Macdonald, whenever the Federal elections come around, that "the Dominion leader, whatever his political faults may have been, has never descended to personal dishonesty." Of course this is a tribute worthy of remembrance. In this light of this admission, to be consistent, Jacob Faithful, of the Free Press, should enter no opposition to anti-Norquay Conservative candidates, in the coming election, as it is held that Conservatism is in no way responsible for the injuries done the country, and we will wait to see what course he suggests in the premises. The circumstance, however, induces us to urge upon our friends in the country, the necessity for concerted action. We are confident the next elections will result in changes in the government, for the benefit of the country, and their plain duty is to see that, while, respectively, independent minded Conservatives receive the undivided Conservative vote in the center, leaving the leadership altogether out of the question. If a majority of such men is returned to the next House, there need be no alarm about the government, as it will be entrusted to proper hands.

We regret very much to see that Mr. Norquay has now taken another somersault, and commerce to throw cold water on the Hudson's Bay Railway. We never had any confidence in his stability, but we were not prepared for a backslip at this enterprise. Mr. Norquay knows well the whole Northwest is anxious, for the best of all reasons, to see this scheme pushed on an early completion. The sensible eastern interests, for other well understood reasons, are combined against it, and for this Manitoba, at least, ought to be a unit.

DISALLOWANCE.

The citizens of Winnipeg, and particularly those who owe allegiance to that august body, the Winnipeg Board of Trade, appear to be much exercised at present upon the subject of Disallowance. Whence this new born zeal? It is not far to seek, when one recognises the leadership of the movement. Mr. James Ashdown seems to be the head pusher. Mr. Ashdown, along with other wholesale men in Winnipeg, find that they cannot longer retain the monopoly of the wholesale trade of Manitoba, and hence these tears. If Mr. Ashdown could induce the C. P. R. into discommuting rates of freight, and thereby compel every one in the country to buy their meat and tea pots at such prices as Mr. Ashdown chooses to ask, we should hear little of disallowance from him. Mr. Van Horne having refused to listen to the selfish and unpatriotic demands of the Winnipeg Board of Trade, it is now in order for the Board of Trade to agitate for new railways, and crush that horrid monopoly. We ask why the settlers of this Province should be compelled to pay such figures for their merchandise as Winnipeg wholesale men should fix? We ask which would be the greater monopoly, the C.P.R. as it stands, or the C.P.R. with rates of freight so fixed that merchants west of Winnipeg could not compete with Winnipeg men? The Free Press, as usual, is to the front in bolstering up this little crew of would-be patriots, sinking all the right of the general good to have a slap at the Government. Rates are now so fixed that the merchants of Brandon can compete with the merchants of Winnipeg, and our farmers and small traders are permitted to buy their goods in the nearest market, at the lowest prices, we cannot see how any men, or set of men, with a spark of patriotism in them, can be a party to the movement that is now going on in Winnipeg. We have had enough of centralization in this Province, and if Winnipeg wholesale men find that they cannot compete at Brandon with Montreal and Toronto merchants, then all we have to say to these gentlemen is, move to Brandon. But another feature of this agitation presents itself. It is the expected disallowance of the charter of the Manitoba Central Railway that is made the pretext for all this talk. We fail to see how any question of disallowance can affect a charter that lapsed on the 7th July, 1883. We find the Manitoba Central Railway was incorporated in 1883, 46 and 47 Vict., cap. 56, by section 25 of that Act it is provided "The railway shall be compelled to do so by giving him the support for which he has but for he is clamoring."

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This Act was assented to on the 7th July 1883 consequently no work of any kind having been commenced, the charter lapsed on the day above-mentioned. What then is the good of fighting over the disallowance of a dead charter? Re-enacting the Act was amended by 47 Vict., 1882, cap. 69 and cap. 70, but in neither of these amending Acts is section 25 of the original Act repealed or amended. It will be recalled Mr. Blake withheld his name in reference to this charter in the House of Commons. "No doubt he (Mr. Blake) did for the reason we mention. In that it would be well for Mr. Ashdown and other gentlemen to ascertain what they are filling about before they make so much ado about nothing."

What the re-distribution Bill of the Manitoba Legislature really will be, we have at present no means of knowing, but enough is known not to show the design is to materially increase the representation of the country, and this is most to be regretted. Already the country has thirty representatives, costing annually \$18,500 in indemnity and mileage, and in all conscience that ought to be sufficient. One representative for every 3,333 people, or for every 1,000 voters, ought to be sufficient. It is found ample in all the other smaller provinces, and it ought to be sufficient in this Brandon county and city, for instance, have about 2,600 voters, and if the other constituencies were made upon this basis, it would reduce the representation to one half what it is at present, and that would be much better than to increase it. We believe fifteen or twenty representatives, if they are the proper class of men, are just as capable of legislating for this country as fifty would be, and it would reduce the expenditure rather than increase it. What is wanted is to knock every three or four of those Red river constituencies into one, and that could readily be done without doing any one the slightest injustice.



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We leave next week for the Eastern Markets to buy Summer Goods for our rapidly increasing trade. We are determined to leave no stone unturned to double our sales the next six months.

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THE BRANDON WEEKLY MAIL

HOUSE TO AD The Housekeeper's Out.

There is nothing in which the dressiness and elegancy of the average housekeeper is more manifest than the absolute monotony, the actual repetition of the common-place, which she spends her whole summer toiling over. It is always the same story with her, she doesn't know what to have for the midday dinner, or supper, but she always does have the same things—the same plain potato, the same piping hot "coffee" on the same morning in every week in the year. She often speaks of "variety" to make "change" and "variety" is but finding a further from her temperament or knowledge. She is essentially wedded to a monotony, which has made the "train" in this case, like a wheel on a car track, all the time, to the right, or the left, would be really music for her. New ways, new converts, new systems, make no impression upon her, she continues to use "the old," from habit and propositio, though she knows that there is no such thing as a natural "grocery" list, and that the varying methods used in making out grocery is populous. The family loses its appetite, or grows dyspeptic, but the housewife, the same, is losing the appetite of appetite, the same high, overbearing, self-satisfied unconvention; the overbearing hand and occasional hot temper, which is the effect of such bolts for the housewife, to the same, and the same mixture of jealousy and temper for the cook.

It would not seem possible for the housewife who lives in this state, to surprise her husband, by coming home with fresh, steaming bacon, or with light, delicious rice-cakes, or with well-boiled ham, instead of the ever recurring oatmeal, or with meat-fritters, a checker-pudding, in place of the flat, slop, a specimen of something floating in custard, milk and water, which are not (poling) called puddings.

Indeed, the housekeeper who lives in a rut like this, like is a serious business with her, it is to the unfortunate members of her family. She is never inspired with an idea, would not act upon it, if she had one, for fear people would give her "trouble"—everything that has to be done, or that is done, is a trial to her. Life itself is a burden because she always carries it in the same place, and the fact that people eat, and must eat, and then shuns to look after what they eat, is a never-ending grievance. She has no pleasure in the changes which the markets afford, in the changes which the seasons bring, it only means that something costs more, of less generally more, and gives her a fresh source of trouble.

The temper of mind produces its natural effect upon the body; such a woman is apt to be cold, and is also, "nervous," the modern term for cross, and the habit of looking out for the unpleasant side of things, instead of the bright and cheerful side. Good food, that tastes well, and digest well, is the most important factor in the general health and happiness of the family. To obtain it, the personal superintendence and assistance of an intelligent mistress of the house is needed, a woman with a genuine love for housekeeping, the genius, and a high capacity for taking any amount of trouble in order to do things as they should be done, and not making trouble of it, a thing to prolife as ours, even one ought to live well, and it is popularly supposed that every one does, but there is probably no one in the world where so little satisfaction is obtained from the amount expended, and the reason lies largely in the ignorance or indifference of the household's mistress; her failure to understand her duty, and make the most of opportunity.

CHICKEN RECEIPTS.

BRUNN'S SAUSAGES.—Split them in two, sauté them between a double wine saucer and boil on the flat sides first; then turn and boil on the other; arrange a mound of hot apple sauce in the centre of a hot, flat pan, arrange the sausages upon it and serve. The disagreeable features about sausages call for ordinary mode of cooking, which is to fry them. The sautéing fat covers the range, and the ascending smoke fills the house. This may be avoided by simply putting the sausages in a frying pan and cooking them in the oven, in this way you avoid all smoke and disagreeable odor. A pound will cook brown in ten minutes in a hot oven.

THE GRIMM CAKES.—Wash, and boil under a part of rice; drain, and add a pint of corn meal and a scant teaspoonful of salt, beat up separately the yolks and whites of four eggs. Add to the yolks two ounces of melted butter, and stir them into the rice. Sift into the mixture half a pint of flour, then add the whites, and, if too thin, add a little more flour, then mix well. Grease the hot griddle for each batch, and serve on hot plates. If cover is used when they are sent to the table, see one having a hole in the top, otherwise the cakes will be heavy, and all the work in beating the batter to make it light will be wasted.

RICH SOUP.—Wash a pint of rice, put it in a sauceron and add a pint of boiled milk and a small piece of stuck cinnamon; boil until the milk is absorbed. Remove the cinnamon. When cold, add the beaten yolks of four eggs, and an ounce of sugar beaten together, and the rice. Have ready a quantity of flour made from the beaten whites of six eggs. Whisk it into the rice, and beat the mixture thoroughly; pour it into a buttered dish, bake to a light golden color, and serve the moment it leaves the oven.

POTATOES.—FRIED AND SOUP.—Boil two quarts of medium sized potatoes, peel and mash them to a fine flour. Peel and boil two medium sized Spanish onions; chop them up, and rub through a sieve, add the onions to the potatoes. Add two ounces of sweet butter, two salspoonfuls of salt and half a salspoonful of white pepper; blend, spuds the appearance of the potato; work the ingredients together, and if too dry add a little warm milk; roll the paste into neat little cakes or balls, dip them in beaten egg, roll in crumbs and fry in plenty of butter.

BOILED LEG OF MUTTON.—Leg of mutton, when boiled to a turn, is a very acceptable joint, and a very profitable one for small families, as many excellent dishes may be prepared from that not used at the first meal. Rare mutton is indigestible, but it should not be overdone. Put the leg in an oval boiler, cover it with plenty of fast-boiling water, lightly salted; skin off the rising scum, as it will discolour the joint if it comes in contact with it. A medium sized leg of mutton requires nearly two hours and a half to boil. A pair of young spring turnips, with a sauce made of melted butter and flour, with small capers added to it, is the most popular sauce to serve with boiled mutton. The capers do not need cooking, but should be added to the sauce before serving.

FROZEN KANSAS CATTLE.

Steaming Sights Along the Atchison, Topeka & Santa Fe Rail, and in Colorado.

A Dodge City, Kan., correspondent of the Cleveland Leader writes:

At La Junta a slight snow covered the ground, and the remains of drifts indicated a previous heavier fall. The snow gradually deepened as we came eastward, and from a little westward of the Kansas and Colorado line to this place it ranged from three to ten inches in depth, where undrilled. All along this distance, about 50 miles, the line of the Atchison, Topeka & Santa Fe Railway lined with the dead bodies of cattle which had succumbed to the severity of the storm. In some places we would see groups of five to twenty carcasses, as if the cattle had bunched together before being frozen; then again they were more isolated, and sometimes some distance would be passed without seeing any. At the crossing of the Arkansas River a bunch had evidently

CROWDED DOWN THE BANK, in hope of securing a wind break, and the foremost ones being forced out on the ice, it had given way, and they had speedily frozen. One poor cow had put her head through between the strands of the wire fence along the railway, and then, sinking down, she had frozen stiff, while the head, supported by the strand, looked almost lifelike. Another poor brute had put one fore foot through in a vain endeavor to pass, and then had沉没 down and died. Your correspondent has no means of accurately ascertaining the losses, but they must have been very heavy, and the snow and lack of food are adding to the mortality every day. The number of carcasses along the railway and the Arkansas River is estimated to be from six to ten thousand, and further north owing to deeper snows and the burring of the range grass during the autumn it is relatively greater. A member of the Beaver and Smoky Hill pool estimates his losses at 50 per cent. An English company which last summer bought the alternative sections granted by Congress to the railway south of Arkansas and put their 10,000 head of Texas cattle, have lost perhaps an equal percentage. The losses have been greater than in any previous year, and in this mid plain region, extending from the north line of Kansas down through the Indian Territory and far into Texas, they have been estimated as high as 200,000 head.

The cattle which survive are thin and weak and as long as the snow lasts they have poor means of subsistence. Many of them stand with feet near together, their backs arched like the segment of a circle. It is almost certain that the cold, damp winds and rains of early spring will add largely to the mortality, and possibly annihilate some herds. Many of the cattle are so reduced that even were the snow gone it would be hardly possible to drive them back on their ranges. Good weather may help to remedy matters, but at least they are bad enough

TO SOOTHE THE HEARTS OF ALL who have sympathy for the poor brutes. It seems cruel and wrong to attempt to grow cattle on these plains without providing food and shelter from the storms of winter, and judging from the lessons of last winter and this, it will not long be persisted in.

The blizzards that sweep down from the north are sometimes terrible in their severity, and one experience in facing them is enough to satisfy anyone. The air is filled with snow, which is carried along, not in direct lines, but with a whirling motion, to the inclusions in the surface of the ground. The air is biting cold, and it is impossible to see more than a few feet before you, or to know in what direction you are moving. It is for this reason that men caught out in the storm some distance from home are often bewildered, lose their way and perish. Eight men are known to have thus lost their lives in Hamilton and Greeley counties, in Western Kansas, during the late storm, and there were some narrow escapes. At such times, which fortunately are but seldom, the cattle are allowed to drift southward, the cowboys not daring to follow them. The town of Syracuse during the late storm was filled with drifting cattle, who crowded into the alleys and behind the houses for shelter. One citizen thought there were too many cattle in the town, but this is likely an overestimate. If the snow is not deep the cattle pick up some food, by the way, and the constant travel keeps the blood in active circulation, so that they can endure very severe cold. It was that the cattle once tramped southward over these immense plains, and so it has been with the herds of cattle that have succeeded. But in the past few years the snow fall has been greater, and food consequently harder to obtain, while the construction of wire fences has hindered progress southward. The cattle drift to these fences, and being unwilling to turn back and face the storm, they soon consume the scanty grass along the north side of the fence, and stand, and chill, and die.

Two trains of colonists for the Northwest left West Toronto Junction last Wednesday night. There were about 175 settlers on the train.

ORILLIA.—March 17.—At the Conservative convention, H. L. Levering, of Coldwater, was chosen as candidate to contest East Simcoe with H. H. Cook at the next general election for the House of Commons.

HALIFAX.—N. S., March 17.—Michael Brown was drowned in East River at Pictou to day.

TORONTO.—March 17.—Several street car employees, who are Knights of Labor, have been discharged since Saturday and their places supplied by non-union men. Another strike is imminent and Saturday morning is looked on as the time.

JOHN ROBINSON, treasurer of the Knights of Labor, Toronto, has been missing since last Thursday. He had one hundred and fifty dollars of society funds when he disappeared but it is not thought that he is a defaulter as he could have taken a much larger sum. Fraud is feared and a reward is offered.

JOHN WILLIAMS, a Canadian Pacific brakeman, fell from the top of a car in Toronto, on Wednesday, after the train left Yorkdale. He was taken to the hospital where his right leg was amputated above the ankle. His right arm also sustained a compound fracture. Recovery very doubtful.

OTTAWA.—March 18.—Three closed letters for Winnipeg were on the steamer Oregon. Two newspaper mails for Winnipeg were saved.

THE BRANDON WEEKLY MAIL

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CHAS. FILLING, Auctioneer.

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THE BRANDON WEEKLY MAIL.

TOWN TOPICS

Major Buchan was in the city last week visiting some of his old friends.

We are glad to learn that Mrs. W. H. Hooper who has been dangerously ill for some time is rapidly recovering.

The Board of Works Committees are having the Registry Office roofed over with tin—no time to render it waterproof.

Thompson and Hopper, who had the row over the wagon, settled their differences out of court. We should have said J. C. Todd, Esq., J. P., etc., was the back in the case.

The snow is fast disappearing and wheels are taking the place of runners on the streets. We will shortly hear of some sowing being done.

Spring, ever welcome, is now with us, sowing was commenced at Grand Valley on Tuesday last. Manitoba is coming out all right.

A small band of old country immigrants went west on Saturday, and seven or eight of the number, Englishmen, stopped at this place and are now looking for situations here.

Mr. G. Rawlinson returned from the eastern market on Saturday and is again in the harness in his stores. He visited Toronto, Hamilton and London while absent and he says he saw nothing to beat the business of Brandon.

There will be a meeting of Liberal-Conservatives in the school house, at Peacock's settlement, on Saturday, the 27th, at 3 p.m. It is very desirable a good attendance should be present. Good speakers will be in attendance.

Our customers will please bear in mind that the bookstores in the postoffice will be removed one door west into the Mail Office building early next week. Our customers will then see a complete stock of everything at our lowest prices.

The fire brigade were turned out on Wednesday morning, by the cap of a chimney on Mr. Blackall's on 11th street. A very strong wind was blowing at the time, but fortunately very little harm was done, the fire being put down easily.

Mr. Cassels, of Portage la Prairie, has purchased the bakery and confectionery business of Mr. McRae, in this city and will continue the lines. Mr. Cassels is thoroughly up in the business, and is certain to make his decline popular with our citizens.

On Sunday last, two train loads of settlers with their effects from Ontario, reached the city. Most of the number went north west but a few remained here. Mr. A. Edwards was on the first train, having with him a car load of horses to dispose of at this place.

Mr. John Hanbury, License Inspector, went up to Virden Friday last, and prosecuted four hotel men for selling liquor without licenses. Reeve McRae, all was the result on the occasion, but we are without the names of the offenders as they requested Mr. Hanbury, to keep them from print.

The city drains are now being cleaned out to allow of the water, which is collected in every hollow and depression, to be carried out, and it is to be hoped that this will be done so effectually and in such good time that we shall hear but few complaints of flooded cellars, and damaged goods in consequence.

Mr. W. F. Wilson, our local furniture man, has opened a branch store at Besserman, and is now busy out fitting up a school desk, descriptive of the new "Triumph" school desk, for say two weeks will have both a mammoth "dad," and a standard desk to show to intending purchasers.

An old sputz about 100 years of age, and seems down with the weight of an unpronounceable name, style Sir George from Mrs. Gossling, on Monday. Chas. Duncan got truck of the sputz and recovered the money next day, but refused from prosecuting, having respect for the years of the aged master in law.

The people to the north west are getting restless over the quietness in the railway scheme contrived by Mr. Beatty. The proper course to the road to take is through the centre of the Municipality of Dally and to the north west. Rapid City is, for instance, within 12 or 14 miles of the Manitoba and Northwestern, and is, therefore, very well served, while the people of the north west part of Dally, those of the Oak River settlement, and others westerly would be better served by the route we mention, then they could be by any other line. The line that divides the distance, for say two miles westerly, between the M. & N. W. and the C. P. R. is the one the Government ought in every way to encourage. After a distance of some 100 miles, a short run north or to one of the present constructed lines to leave room for another branch.

A very successful meeting of Liberal-Conservatives was held at Mr. Coulter's steaming place, in Oakland on Thursday last, upwards of 35 people were present from the surrounding country, some living nearly 15 miles distant. Mr. Haly, the president, called the meeting to order, and a prepared constitution was read by Mr. Clark, the secretary, and signed by a large list. The following officers were appointed:—vice-presidents, Mr. W. Stinson; S. L. P. Bohner; Mr. W. McCandlish, advising board. Messrs. Carroll, Martin, Munro, Cameron, J. F. Anderson, D. Black, Hyattman, J. Duran, and Lampy, three for each tp, and in the tps, of which they are residents. Addresses were given by Messrs. Kirchhofer, Cline and Dally, and a passage of arms took place between grit named Leathers and Mr. Haly, the chairman, in which the leather man came out second best. The thanks of the assembly are due to Mr. and Mrs. Coulter for the use of their house and the agreeable manner in which they accommodated the meeting.

We understand that Mr. T. R. Murdoch is about to purchase the Brunswick Hotel.

Capt. Winstle returned from Winnipeg Monday, where he had been confined to his bed for a week with rheumatism.

Oliver Deslaur is building a new stove and leather shop on the corner of Rosser and 11th street, opposite the Merchants Bank.

The high winds of yesterday demolished many a smokestack in the city, and the gas authorities are supplicating for their repetition.

Mr. Thos. Shore, of Ottawa, is in the city and the guest of Mr. Thos. Lee. He represents S. & H. Berbridge, the largest saddlehouse in the Dominion. He is especially pleased with the appearance of Brandon.

Cameron and Compton are making a bold stroke for a large share of the general trade of the city this Spring. They are opening up a very large and well assort'd stock, and will make their announcement of bargains next week.

The social at Peacock's settlement last Thursday in aid of the building fund of the Presbyterian Church was a grand success. The Rev. Mr. Sutherland occupied the chair, and recitations, readings and music were the order of the day. The proceeds were very nearly \$400.

The marriage bells rang out merrily in Peacock's settlement on Wednesday last, the occasion being the marriage of Mr. H. Cunningham, a Miss Harper, second daughter of William Harper, Esq., of that locality. As this is the first wedding that has taken place in that settlement, it is to be hoped the rest of the resident bachelors will follow Mr. Cunningham's laudable example.

Our friends will bear in mind the Liberal-Conservative meeting to be held in the Masonic Hall, this Thursday evening, at 8 o'clock. The Liberal-Conservative community of Brandon and vicinity are requested to attend and hear the addresses, and room will be made for as many as wish to hear the second side of the political question considered. Good speakers will be present.

Car loads of horses are arriving in Brandon almost daily, and choice animals appear to find a ready sale. A. Edwards arrived on Sunday last, with a number of sound young mares, and has already disposed of the largest half of his lot, at prices ranging from \$400 to \$500. These prices were for teams of young, black mares, between three and seven years old. As are sound, young mares cannot be brought up here for less money than the figures quoted, as the American buyers are eager to get young, Ontario, draught mares, and will pay high prices for them. Of course, horses over ten years old can be bought a good deal cheaper than this.

Mr. W. H. Sowden returned on Saturday from Ontario, where he spent the winter. He brought with him some car loads of a farming outfit to make a better preparation than ever for work the coming season, but he is naturally dissatisfied that the C. P. R. has not taken his steps towards the construction of the Brandon and Souris branch. He and his friends located there three years ago on the district promising the branch would be commenced within two years, and paid the C. P. R. for lands very nearly as much money as would paid the road, and still no commencement as been made. His grievance is that of Brandon and Plum Creek with that of the country between, and the country beyond, and all interested ought to make one joint effort to find out what is meant in reality. The people have a just cause for an action against the Co., if the road is not pushed ahead at once, and Mr. Sowden is determined to use the opportunity if something is not done without delay.

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Mr. Atkinson & Nation claim not to have time, on account of the press of customers, to write out a new advertisement, which they intended for the MAIL this week, but next week will have both a mammoth "dad," and a standard desk to show to intending purchasers.

An old sputz about 100 years of age, and seems down with the weight of an unpronounceable name, style Sir George from Mrs. Gossling, on Monday. Chas. Duncan got truck of the sputz and recovered the money next day, but refused from prosecuting, having respect for the years of the aged master in law.

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Editor of The Brandon Mail.

Sir.—I noticed in the columns of your esteemed contemporary, last week, a paragraph to the effect that Hooper's men were the only ones who could lead a car of potatoes! From what I know of Hooper's men, I do not think they are so ignorant as to suppose that they are the only men who can perform an ordinary task.

Had any definite period of time been mentioned in connection with the task, there would have been some sense in the item; as it stood, however, there was none, which, I suppose, is excusable in the Sun.

I believe that the time occupied in weighing and loading the car was one hour and a half, which should apparently have been the get of the Sun's remarks, but was not.

Yours truly, SECRETATOR.

In November last Flavie Brossard, of Montreal, lost her husband through small pox, and asked Alexis Galinaux to let his daughter keep her company. The daughter took the disease, and Galinaux sued to recover damages for the temporary loss of his daughter's service. The case has been taken en dehors.

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AT EIGHT PER CENT.
APPLY TO

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PIANO-FORTE TUNING.

MRS. MAX D. MAJOR.

PIANO-FORTE TUNING.

MRS. MAX D. MAJOR.</